SAFETY has many tools; but THINKING is the handle that fits them all.

RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

NWP FOREMAN..... AT MP CALLING NWP (Train No.).....
(After train answers giving his identification): (i.e.) NWP Train.....

Foreman's Response

"THIS IS NWP FOREMAN.....IN CHARGE OF THE WORK BETWEEN MP.....AND MP.....NWP TRAIN ORDER NO..... WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL SIGN AND THROUGH THE LIMITS OF ORDER AT....MPH. ....MPH"*

Engineer's Response

"THIS IS ENGINEER NWP. TRAIN....I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO.... BETWEEN MP .... AND MP .... AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows: "NWP TRAIN ORDER NO....., BETWEEN MP..... AND MP..... .....MPH* OK."

*When no speed restriction account above Form "Y" Train Order, tell train engineer "At Maximum Authorized Speed."

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
41"	87.8	1'11"	50.7
42"	85.7	1'12"	50
43"	83.7	1'13"	49.3
44"	81.8	1'14"	48.6
45"	80	1'15"	48
46"	78.3	1'16"	47.4
47"	76.6	1'17"	46.8
48"	75	1'18"	46.2
49"	73.5	1'19"	45.6
50"	72	1'20"	45
51"	70.6	1'25"	42.4
52"	69.2	1'30"	40
53"	76.9	1'35"	37.9
54"	66.7	1'40"	36
55"	65.5	1'45"	34.3
56"	64.3	1'50"	32.7
57"	63.2	1'55"	31.3
58"	62.1	2'00"	30
59"	61	2'15"	26.7
1'00"	60	2'30"	24
1'01"	59	2'45"	21.8
1'02"	58.1	3'00"	20
1'03"	57.1	3'30"	17.1
1'04"	56.2	4'00"	15
1'05"	55.4	5'00"	12
1'06"	54.5	6'00"	10
1'07"	53.7	7'00"	8.6
1'08"	52.9	7'30"	8
1'09"	52.2	8'00"	7.5
1'10"	51.4	10'00"	6

NORTHWESTERN PACIFIC RAILROAD COMPANY

TIMETABLE

49

EFFECTIVE SUNDAY, JULY 17, 1966

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

C. E. NEAL,
Vice President and General Manager.

S. J. MACKIE,
Superintendent.

TRAINMASTERS

GERALD FOSTINE.....Santa Rosa
H. R. RUTLER.....Willits
H. B. FOWLER.....Eureka

TRAINMASTER ROAD FOREMAN OF ENGINES

J. D. LEWIS.....Willits

ASSISTANT TRAINMASTERS

J. R. STREETT.....San Rafael
W. K. MILLER.....Willits
M. P. FORD.....Eureka
R. E. RUEGAMER.....Eureka

CHIEF TRAIN DISPATCHER

P. NOVAGLIA.....San Rafael

SANTA ROSA SUBDIVISION

EASTWARD Mile Post Location	STATIONS — SIDING CAPACITIES AND FACILITIES			Station Number	Distance from Willits	WESTWARD SECOND CLASS 81 Freight Arrive Daily	85 Freight Arrive Daily
6.5	R Yard Limits	TIBURON	BDP	5	131.4		
12.7 / 14.3		DETOUR		11	125.2		
17.0	90 TO-R Yard Limits	SAN RAFAEL	BKYP	14	122.5	Via Black Point	Via Black Point
						AM	PM
24.9	Yd Lmts	IGNACIO	YP	22	114.6	4.15	7.15
27.8		NOVATO	P	25	111.7	4.10	7.10
31.3	120	BURDELL	P	28	108.2	4.05	7.05
38.5	85 Yd Lmts TO	PETALUMA	KIP	36	101.0	3.49	6.49
46.1		COTATI	P	43	93.4	3.36	6.36
53.8	104 Yd Lmts TO-R	SANTA ROSA	BKYP	51	85.7	3.25	6.25
58.5	40	FULTON	P	55	81.0	3.15	6.15
68.0	75 Yd Lmts TO-R	HEALDSBURG	BKTP	65	71.5	3.03	6.03
75.8	125 Yd Lmts	GEYSERVILLE	P	73	63.7	2.48	5.48
81.3		ASTI	P	78	58.2	2.39	5.39
85.2	58 TO	CLOVERDALE	P	82	54.3	2.34	5.34
100.1	85	HOPLAND	P	97	39.4	2.01	5.01
114.0	Yd Lmts TO-R	UKIAH	BKP	111	25.5	1.33	4.33
122.1	125 Yd Lmts	REDWOOD VALLEY	P	119	17.4	1.20	4.20
131.4	22	RIDGE	P	128	8.1	12.35	3.35
139.5	Yd Lmts TO-R	WILLITS (131.4)	BKDTYP	136	0.0	12.01 AM	3.00 PM
						Leave Daily	Leave Daily
						81	85

SCHELLVILLE BRANCH

						81 Freight Arrive Daily	85 Freight Arrive Daily
44.8	R Yd. Lmts	SONOMA	BDP	620	19.9	AM 5.05	PM 8.05
40.4	TO-R	SCHELLVILLE	BKYP	616	15.5		
30.8		RECLAMATION		606	5.9		
28.5		BLACK POINT	IP	604	3.6		
24.9	Yd Lmts	IGNACIO (19.9)	YP	22	0.0	4.15 AM	7.15 PM
						Leave Daily	Leave Daily
						81	85

SAUSALITO BRANCH

7.1	Yard Limits	SAUSALITO	305	7.2	
14.3	Yard Limits	DETOUR (7.2)	11	0.0	

ADDITIONAL STATIONS

Capacity and Direction of Entry into Spurs		Mile Post	NAME	Station No.
7W		11.4	Meadowsweet.....(Spur)	10
8W		14.9	Greenbrae.....(Spur)	12
18W		23.8	Hamilton Field....(Spur)	21
..		36.7	Haystack	34
20W		37.1	McNear.....(Spur)	35
40		39.2	Park Siding.....	37
9W		41.0	Crown.....(Spur)	38
..		43.3	Penn Grove	40
3W		48.7	Wilfred.....(Spur)	46
7E		61.0	Shiloh.....(Spur)	58
16E	P	62.9	Windsor.....(Spur)	60
7W		66.4	Grant.....(Spur)	63
..		67.2	Bailhache.....	64
8E		69.0	Finlayson.....(Spur)	66
..		69.1	Oliveto.....	66
44	P	71.9	Lytton.....	69
3W		73.9	Nervo.....(Spur)	71
4W		77.0	Omus.....(Spur)	75
..		78.8	Chianti.....	76
..		82.7	Icaria	79
..		87.1	Preston.....	84
..		113.1	Asylum	110
..	P	115.8	Presswood.....	113
4E		117.0	Norlake.....(Spur)	114
20	P	120.0	Calpella.....	117
14W	P	124.0	Laughlin.....(Spur)	121
			Schellville Branch	
3E		42.3	Vineburg.....(Spur)	618
3E		44.2	Sebastiani.....(Spur)	619
			Sausalito Branch	
..		8.4	Waldo	306
5W		11.0	Mill Valley.....(Spur)	309

RULE 5. Time at Ignacio for trains to and from the Schellville Branch via Novato, applies at the east switch of the wye on the Santa Rosa line.

SOUTH FORK SUBDIVISION

EASTWARD FIRST CLASS 4 Redwood — Leave Mon., Thurs. and Sat.	Mile Post Location	STATIONS — SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Eureka	WESTWARD FIRST CLASS 3 Redwood — Arrive Sun., Wed. and Fri.	WESTWARD SECOND CLASS 75 Freight — Arrive Daily
PM 12.45	139.5	Yd Lmts 60 TO-R **WILLITS** BKDTYP	136	144.6	s 2.17 PM	7.08 PM
f12.54	143.7	32 **OUTLET**	141	140.4	f 2.06	6.57
f 1.15	152.5	125 **LONGVALE**	149	131.6	f 1.45	6.34
f 1.28	158.1	44 **FARLEY**	155	126.0	f 1.32	6.20
f 1.49	166.5	18 TO **DOS RIOS** K	163	117.6	f 1.11	5.58
f 2.10	175.5	21 **NASHMEAD**	172	108.6	f12.50	5.37
f 2.21	180.0	**SPYROCK**	177	104.1	f12.39	5.25
s 2.31	184.3	**BELL SPRINGS**	181	99.8	s12.29	5.14
f 2.43	189.3	**RAMSEY**	186	94.8	f12.17	5.01
s 2.56	194.5	Yd Lmts 60 **ISLAND MOUNTAIN** DP	191	89.6	s12.04 PM	4.48
f 3.11	200.3	**KEKAWAKA**	197	83.8	f11.49 AM	4.30
f 3.32	209.0	**ALDERPOINT**	206	75.1	f11.28	4.08
s 3.50	216.6	90 Yd Lmts TO-R **FORT SEWARD** P	214	67.5	s11.11	3.50
f 4.09	225.1	**EEL ROCK**	222	59.0	f10.51	3.31
f 4.24	232.2	**McCANN**	229	51.9	f10.37	3.16
f 4.32	237.3	73 **SOUTH FORK**	234	46.8	f10.28	3.08
4.40	241.7	52 **LARABEE**	239	42.4	10.21	2.59
f 4.47	245.6	**SHIVELY**	243	38.5	f10.14	2.51
s 5.06	255.6	75 Yd Lmts TO-R **SCOTIA** BKP	253	28.5	s 9.56	2.33
f 5.20	262.7	28 R **ALTON**	260	21.4	f 9.42	2.19
	264.5	75 **ROHNERVILLE**	261	19.6		
f	266.1	19 **FORTUNA**	263	18.0	f	
f 5.28	268.7	36 **FERNBRIDGE**	266	15.4	f 9.33	2.09
5.41	277.8	75 **SOUTH BAY**	275	6.3	9.20	1.55
5.48	282.0	Yd Lmts **BUCKSPORT**	279	2.1		
s 6.00 PM	284.1	TO-R Yd Lmts **EUREKA** BKDTYP (144.6)	281	0.0	9.05 AM	1.40 PM
Arrive Mon., Thurs. and Sat.					Leave Sun., Wed. and Fri.	Leave Daily
4					3	75

KORBLEX BRANCH

EASTWARD Mile Post Location	STATIONS — SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD Distance
284.1	TO-R **EUREKA** BKDTYP	281	11.1
292.5	Yard Limits **ARCATA** Y	808	2.7
295.2	20 **KORBLEX**	811	0.0
	11.1		

SAMOA BRANCH

292.5	Yard Limits **ARCATA** Y	808	8.0
300.5	45 **SAMOA**	908	0.0
	8.0		

CARLOTTA BRANCH

262.7	28 R **ALTON**	260	5.0
267.7	**CARLOTTA**	705	0.0
	5.0		

ADDITIONAL STATIONS

Capacity and Direction of Entry into Spurs	Mile Post	NAME	Station No.
..	169.0	Deer Lodge	165
2W	171.1	*Woodman (Spur)	168
..	174.4	*Camp Rest	171
3E	201.0	*MP 201 (Spur)	...
12W	228.3	Tanoak (Spur)	225
28	233.4	Camp Grant	232
..	238.4	Perrott Creek	236
..	242.4	*Larabee Ranch	240
..	253.8	Glynn	251
..	256.1	Yoder	254
2W	257.0	Nanning Creek (Spur)	255
2W	259.0	*Stone (Spur)	256
..	268.2	Worswick	265
..	271.0	*Loleta	268
		Korblex Branch	
23W	287.5	Brainard (Spur)	804
15W	289.2	Bracut (Spur)	805
..	291.0	Gannon	807
		Samoa Branch	
..	297.5	Manila	905

*Flag stop for Nos. 3 and 4.

RULE 5. Time at Willits for No. 3 and No. 4 will apply at MP 140.0.
Time at Eureka for No. 3, No. 4 and No. 75 will apply at the west switch to train yard, MP 282.1.

RULE 93. No. 3 and No. 4 will use coach and house track at Willits.
No. 3 and No. 4 will use Balloon lead track at Eureka.

RULE A. Employes must know they have in their possession copy of Rules and Regulations of the Transportation Department effective July 1, 1960, page revisions listed on Page 1 revised April 1, 1961.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track, sidings and spurs.

There are numerous other structures with impaired clearance on yard and station tracks on the divisions, and employes must be familiar with their location and avoid personal injury.

Employes are prohibited from riding or walking on roof of any moving car.

EXCEPTION: Employes may ride on roof of cars when necessary during switching operations, but must not cross from the roof of one car to another while in motion.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H, 10-I, 15 and Form Y train orders are revised to read:

One (1) Mile where one and one-half (1½) miles are shown.

RULE 19. Last sentence of Item (5) is cancelled.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 105. Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULE 206. Second paragraph will not apply to Southern Pacific engines.

RULE 220-A is revised as follows:

Train orders relating to track conditions and Form Y train orders, unless annulled, must be respected by conductor and engineer on all trips made during the tour of duty on which such orders are received.

Other train orders received by a train may be made applicable to an additional trip by issuance of an order reading "RESPECT ORDER NO.....," or adding these words to the order creating the train for the additional trip.

FORMS OF TRAIN ORDERS

FORM G, last paragraph, is revised as follows:

"When an order, Form G, is fulfilled or annulled, other forms of orders held by the extra so created, except Forms K, V, Y, and train orders relating to track conditions, are also made void."

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

RULE 811. The crew must eat as a unit, and conductor will notify train dispatcher in advance where they intend to do so.

RULE 827. On freight trains a member of the crew must frequently observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 872. Enginemen taking charge of engines at Eureka and Willits will consider engines as having been amply supplied with fuel, sand and water.

MISCELLANEOUS

Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.

Engines weighing more than 330,000 lbs. must not be placed behind steel underframe cabooses.

Not more than one helper engine will be placed behind steel underframe cabooses.

Forward brakeman in freight service will ride the lead diesel unit unless otherwise instructed by conductor or engineer.

Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks and chains, and power plants and steam generators, if any, on engine shut down.

MAXIMUM CAR LOADINGS

Load limit (car and contents) must not exceed 240,000 pounds except load limit on wharf Samoa Yard must not exceed 169,000 pounds.

Unless authorized by chief train dispatcher, heavier loads must not be handled.

NWP MW-42, relief crane, weighs 230,840 pounds.

NWP MW-43, relief crane, weighs 222,700 pounds.

When handling 20,000 gallon loaded wine tank cars which have a gross weight of over 230,000 pounds, an empty car, or a load which does not exceed 199,000 pounds, must be handled immediately ahead of and immediately to the rear of each of these cars.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
ES-615 with 62/15 gear ratio trucks	65	65	##65
ES-615 with 65/12 gear ratio trucks	55	55	##55
ES-615, EF-618	70	70	##70
ES-408	65	65	##65
ES-406	45	45	45
ES-410	60	60	##60
ES-404	35	35	35

##When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

OTHER SPEED RESTRICTIONS

Trains handling relief cranes NWP MW-42 or NWP MW-43 must not exceed 35 MPH.

Trains handling shovels, ditchers, cranes, except NWP MW-42 and NWP MW-43, pile drivers and derricks on own wheels must not exceed 25 MPH.

Facing point movements over spring switches must not exceed 35 MPH for passenger trains and 30 MPH for freight trains.

Dead or disabled engines which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

Maximum speed of trains handling dead SPCo. engines is the speed shown for same engine running forward light, except GS-404 class must have traction motor brushes removed and speed restricted to 30 MPH.

Dead engines hauled in train and weighing 100,000 pounds or more must be placed first behind the engine handling the train. If weight is less than 100,000 pounds, dead engines must be placed near rear of train.

Trains handling SPMW-2639, Scale Test Car must not exceed 40 MPH on main track other than Branches and 30 MPH on main track on Branches.

AIR BRAKE RULE

RULE 2. Enginemen taking charge of engines at Eureka and Willits will be relieved of the preparation of their engines under Rule 2. On departure from roundhouse they will make a running brake test by applying independent and automatic with sufficient force to ascertain whether or not brakes are operating.

RULE 2-C. In Tiburon Yard, enginemen must assure themselves that safety control valve (deadman control) is fully cut in when handling cars with train brakes cut in.

RULE 3. Standard brake pipe pressure for freight trains is 90 lbs.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br.Cyl.Rel.", or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 23. The following series of cars are equipped with AB brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

SP 345000 — 345669	Gondolas
SP 463500 — 463999	Hoppers (open top)
SP 467500 — 467549	Hoppers (open top)
SP 491000 — 491059	Hoppers (covered)
SP 492000 — 492039	Hoppers (covered)
SP 500604 —	Flat Car

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 32. Except as provided in Air Brake Rule 32, trains operated with road locomotive consists which include EF-630 class units in series 8400 to 8445, inclusive, when stopped on grade must leave train brakes applied until train is ready to proceed.

FREIGHT TRAINS

RULE 60. On descending grades, dynamic brake on freight trains must be reduced to one half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

WILLITS JOINT TRACK

NWP main track from west yard switch to the crossover at MP 138.95 and the CWRR main track between a point 150 feet west of west crossover switch at MP 138.95 to the west yard switch and the CWRR side track approximately 1500 feet in length with east switch at Valley Street and the CWRR side track approximately 1860 feet in length with east switch 120 feet east of Valley Street will be used jointly by the NWP and CWRR.

CWRR main track between crossover at MP 138.95 and crossover at MP 139.33 and the CWRR side track approximately 1500 feet in length with east switch at Valley Street and the CWRR side track approximately 1860 feet in length with east switch 120 feet east of Valley Street are designated as interchange tracks for the receipt and delivery of cars between the NWP and CWRR.

Time applies for CWRR first class trains at west switch of crossover on CWRR main track, MP 138.95.

GENERAL REGULATIONS

RULE 21-C. Train indicators on trains, arriving Eureka or Willits, may be displayed until engine reaches roundhouse or delivery track but must be removed immediately on arrival at roundhouse or delivery track.

RULE 825. Willits: Train crews must not release brakes on outbound trains until engine is coupled to train and brake pipe is charged.

Willits: Flashing light signals at Commercial Street crossing are not actuated for movements over Track 2 or House Track until equipment is within fifty (50) feet of crossing. Trains and engines using Track 2 or House Track must not proceed over crossing until flashing light signals are operating. Equipment must not be left standing on these tracks within one hundred (100) feet of the crossing.

Movement over Highway 101 crossing on wye track at Willits must be made under flag protection.

SP 354000-354199 series wood chip cars exceed clearances east of Cloverdale and must not be moved beyond that point. Trains handling loaded cars in above series, must reduce speed of train not exceeding 10 MPH over Healdsburg bridge, MP 67.62. On all movements, cars must be separated at least five cars from engine or caboose, train length permitting.

RULE 10-J. Speed signs to left of track:

Eastward	Reading
MP 121.40	25
Westward	**Reading**
MP 139.20	40
MP 37.95	10

RULE 83-A. At the following stations only trains indicated will register:

Santa Rosa.....Trains originating and terminating.
Healdsburg.....Trains originating and terminating.
Ukiah.....Trains originating and terminating.

RULE 93. Yard limits are established at the following stations:

West MP		East MP
6.84	San Rafael (Sausalito Branch)	End of Branch
6.50	" " (Santa Rosa Line)	17.30
24.30	Ignacio	27.05
26.80	" (Schellville Branch)	
44.95	Schellville	38.63
36.38	Petaluma	39.52
52.36	Santa Rosa	55.66
65.65	Healdsburg	69.71
74.52	Geyserville	78.39
111.14	Ukiah	116.1
120.21	Redwood Valley	122.39
137.90	Willits	141.40

RULE 98. Railroad crossings at grade not interlocked:

Petaluma.....P&SRRR crossing of yard tracks — STOP. Flag protection must be provided.

RULE 99-C. Will apply between Ignacio and San Rafael; on Schellville Branch and between Willits and Redwood Valley.

RULE 103-A.

Tiburon: Sign posts bearing the letter "W" have been placed just east of Hilarita crossing, MP 7.26, and just west of San Rafael Avenue crossing, MP 7.90. Between 7:00 AM and 7:00 PM daily, except Saturday, Sunday and holidays, engineers will sound whistle signal 14(l) while passing these signs.

San Rafael: Movements over Francisco Blvd. or Toll Road, crossing the B St. route must be protected by a flagman.

Movements over Meyer Spur, crossing Bellam Boulevard and Jacoby Street, must be made under Flag protection.

Pedestrian crosswalk located at Los Gallinas Avenue, MP 19.3, must not be blocked by standing trains or cars.

Hamilton Field: Switching movements at Hamilton Air Force Base under jurisdiction of Air Force representative. Engines must not pass engine restriction sign without permission from Air Force representative.

Petaluma: Should automatic warning devices be inoperative at East D St., or Washington St. movements over these crossings must be protected by a flagman.

Switching movements over the following crossings must not be made until flag protection to traffic has been provided:

East D St.
Copeland St.—East end of P&SRRR interchange.
Washington St.

Uncontrolled movement of cars over these crossings prohibited.

Santa Rosa: Flag protection must be provided for movement over Railroad Street crossing, on spur track serving Grace Brothers Brewery.

Wigwags at 6th, 7th and 8th Street crossings operate only when movements are made on main track and siding. Wigwag at 9th Street crossing operates only when movements are made on main track.

When movements over these crossings are made from other tracks and wigwags are not operating, movement must not be made until flag protection has been provided.

RULE 104. Normal positions of switches at west end of Schellville are from track No. 1 through east crossover to main track, and from main track to east leg of wye.

Normal position of east wye switch at Ignacio on Santa Rosa line, is for Schellville Branch.

RULE 105. At the following stations, sidings are located as shown below:

SANTA ROSA. On east side of main track, from MP 54.97 (20 feet west of Jennings Ave.) to MP 53.85 (10 feet east of Sixth St.)

RULE 221. Unit for display of flashing light installed at the following locations:

Station	Location	Direction
Petaluma	East end siding	Eastward trains
Santa Rosa	MP53.95	Westward trains
Healdsburg	East end siding	Eastward trains

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery and such train orders do not restrict train at that station and train may pass fouling point of siding if not restricted by timetable or train orders previously received.

No. 81 and No. 85 are not required to obtain clearance at Schellville.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Geyserville	East switch	Main track
Redwood Valley	East switch	Main track

Switch point indicator, indicating position of switch for facing point movement at above locations, are located from 25 to 100 feet in approach to switch.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on a pole near the center of the siding at Ridge, MP 131.4.

When necessary to leave one or more cars on the siding, rail skids must be placed on rail, and leading wheels of first car in descending direction run on to the rail skids and hand brakes set, when operative, before engine is detached.

Trains picking up cars from siding at Ridge must remove rail skids and return them to the pole provided for that purpose, locking them in place with switch lock.

RULE 827. Westward trains departing Willits must not exceed 12 MPH until rear of train has passed over Commercial Street crossing.

AIR BRAKE RULES

RULE 2-B. Dynamic braking on head end of trains must not exceed 24 axles.

RULE 13. When train consist exceeds 60 tons per operative brake and dynamic brake fails on road engines in retainer valve territory, train must be stopped with full service brake pipe reduction. Retainers must be set on all loaded cars after which recharge will be made as prescribed by Air Brake Rule 19. After complete oral understanding with helper engineer, road engineer will make a brake pipe reduction not exceeding six pounds with pressure maintaining. Helper engines will start train, road engineer assisting if necessary, holding light brake cylinder pressure on engine brakes. Immediately after starting, helper engineer will place transition lever in maximum dynamic range and vary speed of train not to exceed twelve miles per hour, road engineer to make any further brake pipe reductions necessary.

If dynamic brake fails on rear helper engines, train may proceed without stopping provided speed can be controlled within authorized limits.

Dynamic failure on all units of a consist exceeding 60 tons per operative brake between Ridge and Laughlin requires that train, after stopping, be secured with hand brakes against movement and no attempt made to move train without first receiving instructions from the proper authority.

RULE 14. Dynamic brake will be used on descending grade by helper engines placed at or near rear of freight train unless relieved of the requirement by road engineer.

RULE 17. RETAINING VALVE TERRITORY, WILLITS—REDWOOD VALLEY.

PASSENGER TRAINS

WESTWARD: All retaining valves, except when dynamic brakes are in operation and tonnage of train does not exceed 600 tons per unit, retaining valves need not be used unless requested by engineer.

FREIGHT AND MIXED TRAINS

EASTWARD: One retaining valve set on low pressure for each 100 tons in train, except when dynamic brakes are in operation retaining valves need not be used unless requested by engineer.

WESTWARD: All retaining valves except nine retaining valves will be left turned down for each 6 axles of dynamic brake.

Use of pressure maintaining brake valve will not dispense with the use of retaining valves when stop is made at Ridge or on descending grade between Ridge and Laughlin and it must be known that all retaining valves are turned up before attempting release of brakes.

Retaining valves will be turned up at Willits and turned down at Redwood Valley.

When retaining valves are turned up on loaded cars, and retaining valve is of the three position type, it must be in the high pressure position, which is midway, or 45-degree position.

FREIGHT TRAINS

RULE 33. Maximum tonnage per operative brake is as follows:

Ridge to Redwood Valley —

Without dynamic brake in operation . . . . . 60 tons

When tonnage does not exceed 1125 tons per 6 axles of dynamic brake . . . . . 80 tons

PETALUMA JOINT TRACK

NWP yard track at Park Siding, MP 39.2 (Petaluma yard) is designated as an additional interchange track for receipt and delivery of cars between NWP and P&SRRR. This track will be used jointly by the NWP and P&SRRR. The connection between the P&SRRR and NWP tracks will be used solely by the P&SRRR.

HELPERS

WILLITS AND REDWOOD VALLEY

Unless otherwise instructed helper engines will be left in train between Willits and Redwood Valley and will be placed as follows:

WESTWARD TRAINS:

On trains handled by 1-2 or 3 unit road engines..One, two or three units ahead of caboose.

Power to be balanced when practicable with concentration of horsepower on head end.

On trains exceeding 6000 tons four unit road engines.....Three helper units ahead of caboose.

On trains exceeding 6700 tons four unit road engines.....Four helper units placed approximately 1900 tons ahead of caboose.

On trains exceeding 7700 tons four unit road engines.....Five helper units placed approximately 2400 tons ahead of caboose.

On trains exceeding 9000 tons instructions as to the placement of power must be obtained from proper authority.

EASTWARD TRAINS:

On trains not exceeding 2100 tons or 60 cars....Ahead of caboose.

On trains exceeding 2100 tons or 60 cars....Not more than two ES-615—EF-618 and one ES-408—ES-409 class helper units placed ahead of caboose.

On trains exceeding 2800 tons or 85 cars, helper units will be cut in 350 tons per unit but not less than 24 cars ahead of caboose.

Unit of power refers to ES-615 and EF-618 class of engine or equivalent.

Wooden underframe cars must be placed ahead of caboose and behind helpers.

Westward trains departing Willits must have empties placed either behind or at least 15 cars ahead of helpers when three or more units are employed on rear of train. When practicable, empties and light loads on the head end of westward trains employing three or more units of dynamic on road engines should be cut back behind ten loads.

After starting freight trains at Willits and Redwood Valley, helper engineers at rear of train will reduce throttle sufficiently to allow road engineer to stretch entire train. Helper engineer will then bunch the slack in a manner to avoid objectionable run in.

FREIGHT TRAINS

When helper engines are not employed in trains ascending grade from Willits or Redwood Valley tonnage will be reduced for eastward trains 150 tons per unit to and including four units and 200 tons per unit over four units, for westward trains 200 tons per unit to and including four units and 300 tons per unit over four units.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK, SIDINGS AND SPURS

Mile Post	At or Near	Description	Side or Overhead
37.8		Wingo bridge	Side
28.5	Black Point	Drawbridge	Side
37.2	Petaluma	Drawbridge	Overhead and side
53.8	Santa Rosa	Cement Shed of Mead Clark Lumber Co.	Side
53.8	Santa Rosa	National Ice Co. Ice Dock	Side
68.0	Healdsburg	Steel bridge over Russian River	Side

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and OTHER SPEED RESTRICTIONS appearing on page 4 of Special Instructions for All Divisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by time-table bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP	MP	Column:
EASTWARD, TIBURON TO WILLITS:		
6.50 to	17.15	25
17.15 to	18.06	30
18.06 to	19.36	25
19.36 to	36.85	45
36.85 to	37.20 (bridge)	10
★37.20 to	39.25 (Petaluma)	20
39.25 to	53.00	45
53.00 to	55.00 (Santa Rosa)	25
55.00 to	67.60	45
67.60 to	68.58 (Healdsburg)	25
68.58 to	70.91	45
70.91 to	71.16	40
71.16 to	85.53	45
85.53 to	89.25	30
89.25 to	94.99	25
94.99 to	108.72	30
108.72 to	113.50	45
113.50 to	114.54	25
114.54 to	118.28	45
118.28 to	119.60	30
119.60 to	122.15	45
122.15 to	124.07	25
%124.07 to	136.35	15
136.35 to	139.20	40
139.20 to	139.50	20
EASTWARD, SONOMA TO IGNACIO		
44.95 to	43.00 (Sonoma)	15
43.00 to	40.39 (Sonoma)	25
40.39 to	32.30	30
32.30 to	29.23	45
29.23 to	28.61 (bridge)	10
28.61 to	25.80	45
25.80 to	24.99 (Ignacio)	25
EASTWARD, SAUSALITO TO DETOUR:		
6.84 to	11.69	20
11.69 to	12.10 (tunnel)	10
12.10 to	14.30	20

TERRITORY MP	MP	Column:
WESTWARD, WILLITS TO TIBURON		
139.50 to	139.20	20
139.20 to	136.35	40
%136.35 to	124.07	15
124.07 to	122.15	20
122.15 to	119.60	45
119.60 to	118.28	30
118.28 to	114.54	45
114.54 to	113.50	25
113.50 to	108.72	45
108.72 to	94.99	30
94.99 to	89.25	25
89.25 to	85.53	30
85.53 to	71.16	45
71.16 to	70.91	40
70.91 to	68.58	45
68.58 to	67.60 (Healdsburg)	25
67.60 to	55.00	45
55.00 to	53.00 (Santa Rosa)	25
53.00 to	39.25	45
★39.25 to	37.20 (Petaluma)	20
37.20 to	36.85 (bridge)	10
36.85 to	19.36	45
19.36 to	18.06	30
18.06 to	17.03	20
17.03 to	6.50	25
WESTWARD, IGNACIO TO SONOMA		
24.99 to	25.80 (Ignacio)	25
25.80 to	28.61	45
28.61 to	29.23 (bridge)	10
29.23 to	32.30	45
32.30 to	40.39	30
40.39 to	43.00 (Sonoma)	25
43.00 to	44.95 (Sonoma)	15
WESTWARD, DETOUR TO SAULSALITO:		
14.30 to	12.10	20
12.10 to	11.69 (tunnel)	10
11.69 to	6.84	20

★Regulated by City ordinance.

%Passenger Trains, Light Engines and trains handling passenger equipment only; 20 MPH between MP 124.07—136.35. Trains must approach and cross Wingo bridge with caution, watching carefully for pedestrians and vehicles. Speed to and from Ignacio through switch on main track leading to east leg of wye must not exceed 10 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With caution Not Exceeding MPH
Through Sidings, yards and other tracks, ballon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
Wye tracks, except	10
East Leg Ignacio Wye	25

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Detour and Sausalito	Tiburon and San Rafael	San Rafael to Ignacio	Sonoma and Petaluma	Petaluma to Healdsburg	Healdsburg to Cloverdale	Cloverdale to Redwood Valley	Redwood Valley to Willits	Willits to Redwood Valley	Redwood Valley to Hopland	Hopland to Petaluma	Ignacio to San Rafael
ES-615 EF-618	2700 to 2742 3800 to 3830, 3850 to 3966	2350	2750	1425	5000	3350	2825	2150	700	1100	4025	5000	2075
ES-408	1100 to 1128	1175	1350	725	3325	2113	1800	1375	437	687	2525	3325	1150
ES-409	1170 to 1179	1275	1500	800	3825	2300	1975	1500	500	775	2750	3625	1125
ES-406	1000, 1004 to 1016	700	825	425	2125	1275	1075	825	250	400	1525	2025	600

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Willits to Loleta	Loleta to Beatrice	Beatrice and Eureka	Eureka and Arcata	Arcata and Samoa	Arcata to Korbiex	Korbiex to Arcata	Beatrice to Loleta	Loleta to Willits	Alton to Carlotta	Carlotta to Alton
ES-615 EF-618	2700 to 2742 3800 to 3830, 3850 to 3966	5000	3475	5000	5000	5000	1900	4800	2650	2650	2800	2400
ES-408	1100 to 1128	3325	2200	3325	3325	3325	950	2400	1450	1450	1400	1200
ES-409	1170 to 1179	3925	2400	3950	3950	3950	1075	2675	1700	2000	1600	1350
ES-406	1004 to 1016	1625	1325	2975	2975	2975	575	1475	950	1125	875	725

TPLCo. engines permitted to operate on NWP tracks between Rohnerville and South Fork and Alton and Carlotta.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
All engines	Firco	Beyond engine restriction sign placed 100 feet east of derail.
All engines	Ramsey	Log spur.
All engines	South Bay	Wharf track.
ES-615 and EF-618	South Bay	Beyond engine restriction sign placed 547 feet from point of switch on PG&E Spur.
ES-615 and EF-618	Samoa	Beyond engine restriction sign placed 100 feet from end of long track serving warehouse No. 14, Georgia-Pacific Co.

RULE 10-J. Speed signs to left of track:

Westward	Reading
MP 255.70	45

RULE 82-A. Extra trains operating between Alton and Carlotta will display indicators as an extra train on entire trip as indicated by engine numbers leaving Alton and are authorized to operate as extra trains between Alton and Carlotta without train order authority and without obtaining clearance at Alton.

RULE 83-A. At the following stations only trains indicated will register:

Fort Seward.....Trains originating and terminating.
Scotia.....Trains originating and terminating and No. 75.
Alton.....Nos. 3 and 4.

Extra trains departing Alton on Carlotta Branch, in addition to information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals". When trip has been completed, date of arrival at Alton must also be entered in column captioned "Signals" in the same manner.

When engine is changed before completion of a trip, crew must indicate on train register that trip was originated with Engine No. . . and completed with Engine No. . . .

An extra train enroute Alton to Carlotta or any intermediate point must not leave Alton until it has been ascertained from the train register that all preceding extra trains have completed their trip and registered time and date of arrival at Alton accordingly.

RULE 93. Yard limits are established at the following stations:

West MP		East MP
137.90	Willits	141.40
193.39	Island Mountain	195.62
214.25	Fort Seward	218.50
254.86	Scotia	256.60
280.56	Eureka (Korblex Branch)	End of NWP Track
"	(Samoa Branch)	End of NWP Track

RULE 99. Flag protection to the rear is not required between Alton and Carlotta.

RULE 99-C. Will apply between Eureka and Willits.

RULE 104. Normal position of junction switch of Carlotta Branch at Alton is for siding.

Normal position of junction switch at Carlotta is for The Pacific Lumber Co. track.

RULE 221. Unit for display of flashing light installed at the following locations:

Station	Location	Direction
Dos Rios	MP 166.9	Westward trains

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery and such train orders do not restrict train at that station and train may pass fouling point of siding if not restricted by timetable or train orders previously received.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Island Mountain	East switch	Main track

Switch point indicator indicating position of switch for facing point movement at above location is located approximately 50 feet in approach to switch.

GENERAL REGULATIONS

RULE 827. Trains handling logs not loaded in gondolas should not be in motion on tracks adjacent to main track when passenger trains are passing. If necessary to saw-by, passenger train must remain standing until caboose is clear of main track and train with logs has stopped.

LIGHT TYPE INDICATORS

Light type indicators are installed on the Scotia Bluff at MP 256.85 and MP 257.49. Lunar light indicates proceed, and yellow aspect indicates proceed at reduce speed not to exceed 4 MPH over the trestle.

The protective equipment is so designed as to cause the indicators to assume restrictive position if any of the bents should be disturbed by falling rocks or high water.

Trainmen and enginemen must closely observe trestle to determine if any of the bents have been displaced or damaged.

THE PACIFIC LUMBER COMPANY JOINT TRACK

The following tracks are interchange tracks between the NWP and The Pacific Lumber Company and are to be jointly used by the NWP and The Pacific Lumber Company.

Glynn.....Track adjacent to Highline track.
" .....First 1862 feet of Highline track.
" .....A 2698 foot side track adjacent to the main track with west switch at MP 253.16.
" .....A 2224 foot side track with west switch at MP 253.18 and a 2040 foot side track with west switch at MP 253.21, both of which are adjacent to and leading out of the 2698 foot track.
" .....A 2246 foot side track adjacent to the main track with west switch at MP 253.61.
Scotia.....House track.
" .....First 1000 feet of dump spur adjacent to main track, 205 feet west of Yoder switch.

Carloads of logs must not be interchanged on Scotia house track.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK, SIDINGS AND SPURS

Mile Post	At or Near	Description	Side or Overhead
267.7	Carlotta	Van Duzen Camp, TPLCo. log rollway	Side
284.1	Eureka	Simpson Plywood, track into building	Overhead and side
284.1	Eureka	Park Loading Co Track 2	Side
284.1	Eureka	Acme Foundry, building	Overhead and side
284.1	Eureka	Shell Oil Co., spur	Side
300.5	Samoa	Georgia-Pacific Co., warehouse No. 14	Overhead

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With caution Not Exceeding MPH
Through sidings, yard and other tracks, balloon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
Wye tracks	10

AIR BRAKE RULES

RULE 2-B. Dynamic braking on head end of trains must not exceed 18 axles.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and OTHER SPEED RESTRICTIONS appearing on page 4 of Special Instructions for All Divisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by time-table bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP	MP	Column:
EASTWARD, WILLITS TO EUREKA:		
139.50	141.40	20
141.40	143.10	40
143.10	144.65	30
144.65	195.97	25
195.97	196.22	15
196.22	213.08	25
213.08	222.15	30
222.15	228.13	25
228.13	231.02	30
231.02	237.05	40
237.05	237.74 (South Fork)	40
237.74	240.21	30
240.21	242.80	45
242.80	246.85	30
246.85	247.20	25
247.20	252.46	30
252.46	255.70	45
255.70	257.00	35
257.00	258.08 (Scotia Bluff)	20
258.08	262.50	40
262.50	262.70	35
262.70	266.00	45
266.00	268.30	40
268.30	270.60	45
270.60	273.34	35
273.34	277.05	45
277.05	277.55	40
277.55	282.00	45
282.00	283.14	20
283.14	284.10 (Eureka)	10
EASTWARD, EUREKA TO KORBLEX		
★284.10	285.80 (Eureka)	10
285.80	292.10	25
292.10	292.33	10
292.23	295.57	20
EASTWARD, ARCATA TO SAMOA		25
EASTWARD, ALTON TO CARLOTTA		25

TERRITORY MP	MP	Column:
WESTWARD, EUREKA TO WILLITS:		
284.10	283.14 (Eureka)	10
283.14	282.00	20
282.00	277.55	45
277.55	277.05	40
277.05	273.34	45
273.34	270.60	35
270.60	268.30	45
268.30	266.00	40
266.00	262.70	45
262.70	262.50	35
262.50	258.08	40
258.08	257.00 (Scotia Bluff)	20
257.00	255.70	35
255.70	252.46	45
252.46	247.20	30
247.20	246.85	25
246.85	242.80	30
242.80	240.21	45
240.21	237.74	30
237.74	237.05 (South Fork)	40
237.05	231.02	40
231.02	228.13	30
228.13	222.15	25
222.15	213.08	30
213.08	196.22	25
196.22	195.97	15
195.97	144.65	25
144.65	143.10	30
143.10	140.87	40
140.87	139.50	20
WESTWARD, KORBLEX TO EUREKA		
295.57	292.23	20
292.23	292.10	10
292.10	285.80	25
★285.80	284.10 (Eureka)	10
WESTWARD, SAMOA TO ARCATA		25
WESTWARD, CARLOTTA TO ALTON		25

★Regulated by City ordinance.

SOUTHERN PACIFIC MEMORIAL HOSPITAL, INC.

LOCATION	NAME	TITLE
San Francisco	Dr. V. M. Strange	Chief Surgeon
Sausalito	Dr. C. F. Larson	Dist. Phys. & Surg.
Mill Valley	Dr. R. B. Hartman	Dist. Phys. & Surg.
San Rafael	Dr. H. O. Hund	Dist. Phys. & Surg.
San Rafael	Dr. D. L. Wagner	Dist. Phys. & Surg.
San Rafael	Dr. B. Simmons	Dist. Phys. & Surgeon
San Rafael	Dr. John McGhee	Dist. Phys. & Surg.
Novato	Dr. R. J. Weseman	Dist. Phys. & Surg.
Petaluma	Dr. J. J. Mohrman	Dist. Phys. & Surg.
Petaluma	Dr. F. E. Ems	Ass't. Dist. Phys. & Surg.
Petaluma	Dr. L. S. Sannella	Oculist & Aurist
Sebastopol	Dr. L. B. Cohenour	Emergency Surgeon
Guerneville	Dr. W. I. Ellison	Emergency Surgeon
Santa Rosa	Dr. A. M. Bowles	Dist. Phys. & Surg.
Santa Rosa	Dr. L. E. Avery	Dist. Phys. & Surg.
Santa Rosa	Dr. H. M. Every	Oculist & Aurist
Healdsburg	Dr. Carl Harvey	Dist. Phys. & Surg.
Sonoma	Dr. C. B. Andrews	Emgcy. Phys. & Surg.
Sonoma	Dr. W. J. Newman	Emgcy. Phys. & Surg.
Sonoma	Dr. J. R. Schafer	Emgcy. Phys. & Surg.
Cloverdale	Dr. L. Sayre	Dist. Phys. & Surg.
Ukiah	Dr. W. M. Vest	Dist. Phys. & Surg.
Willits	Dr. R. E. Welch	Dist. Phys. & Surg.
Willits	Dr. F. Myers	Dist. Phys. & Surg.
Alderpoint	Dr. J. E. Phelps	Dist. Phys. & Surg.
Scotia (Rio Dell)	Dr. R. N. Treadwell	Dist. Phys. & Surg.
Scotia (Rio Dell)	Dr. K. Munchheimer	Dist. Phys. & Surg.
Fortuna	Dr. C. R. Schwartz	Dist. Phys. & Surg.
Eureka	Dr. J. W. Walsh	Dist. Phys. & Surg.
Eureka	Dr. W. C. Carey	Aurist
Eureka	Dr. W. W. Dolfini	Dist. Phys. & Surg.
Eureka	Dr. J. G. Smith	Oculist
Arcata	Dr. C. N. Earl	Dist. Phys. & Surg.

Note—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or wait arrival of District Surgeon.

HOSPITAL	
GENERAL HOSPITAL	SAN FRANCISCO

WATCH INSPECTORS

RULE 2. Designated Watch Inspectors:

K. I. Dunlap, Manager Time Service	65 Market St., San Francisco
A. Solari	745 Third St., San Francisco
J. Herbert Hall Co., Traveling Watch Inspector	
J. Don Eaton	4 Princess St., Sausalito
Herbert-Rohrer	1219 4th St., San Rafael
Lynn Richey	165 Petaluma Blvd., No. Petaluma
Chester Jewelers	502 4th St., Santa Rosa
Linch Jewelry	17 E. Napa St., Sonoma
Harry D. Roberts	106 W. Standley St., Ukiah
A. B. Guslander	Willits
J. C. Tario	407 5th St., Eureka
S & K Jewelers	304 F St., Eureka
Kelly's Jewelers	837 H. St., Arcata